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EXPLANATIONS
to
PLANS of PORTS, &c.

Published at the Charge of the East India Company,

1781 and 1782,

by

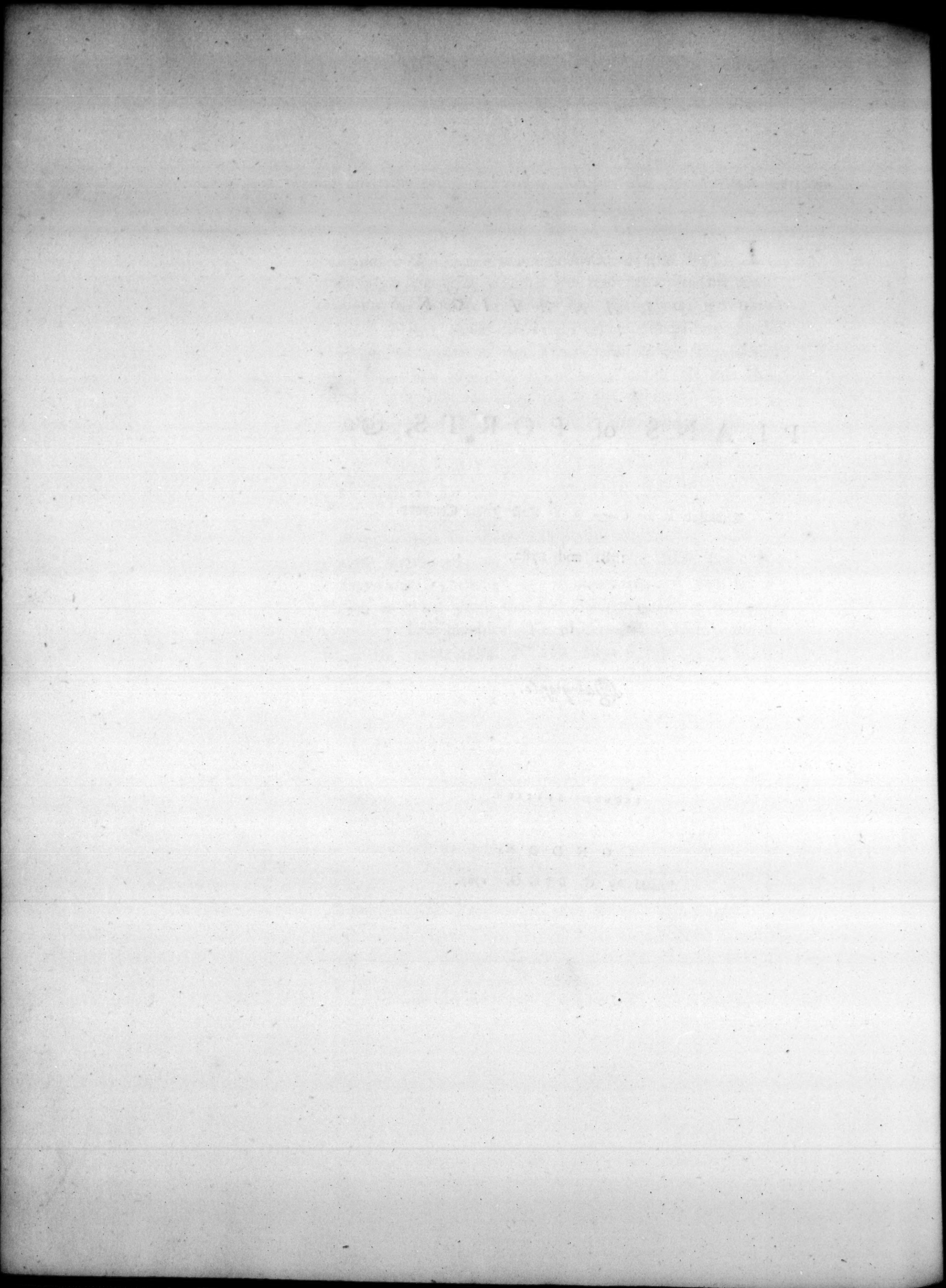
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SECOND EDITION.

LONDON:

Printed by G. BIGG, 1787.



April 1700. *Extract* of Dr. HALLEY'S *Journal* in the
Paramore Pink.

Su. 14. **L**ATITUDE by Observation $20^{\circ} 25'$. We have had but little Winds from the E to the ESE, and have made our true Course due W 41 miles, in Longitude 43 minutes, and from London $27^{\circ} 21'$. This Morning about half an hour past 10 we raised the *Islands* or rather the *Rocks* of *Martin Vaz* distant about 6 Leagues, and bearing W from us. At Noon they had this position and figure, * being in all 3 in number.

These *Islands* lie nearest N and S, only the Northernmost is somewhat more Westerly, and are not above a mile in length, they are no better than Rocks and no way accessible. About 10 in the morning the Wind came up at SEBS and blew fresh.

M. 15. Yesterday in the afternoon about 2 of the Clock we were up with the *three Isles* of *Martin Vaz*, which lie nearly N and S, unless the Northernmost (which is but a very *small Rock*) be somewhat more Westerly, they are in all not much more than a mile asunder, and about the same time we discovered the Island of *Trinidad* bearing from us by Compass between the WbS and WSW. We steered in with it till Sunset and about 5, at the distance of about 4 Leagues, it appeared thus, * bearing W from us.

We plied to windward under an easy sail all night, it blowing pretty fresh at SE, with the day we bore away, and about 8 in the morning we came to an anchor in 30 fathom above a mile from the Shoar on the W side of the Island. I went on shoar in the boat to look for water which we soon found, and immediately sent the boat aboard to
 get

* The Plate which contains these *Views* is inserted in Dr. Halley's *Voyage* published in 1775. I did not think proper to repeat them here.

get the Cask ready and the Pinnace went and sounded and found gradual shoalings to 8 and 10 fathom. By my account I reckon but $21^{\circ} 20'$ from *St. Helena* to *Trinidad*, but by my observation of the Moon on the 11th Instant I allow it $23^{\circ} 20'$ W, and from London $29^{\circ} 50'$ the North part in $20^{\circ} 25'$ S, and the South in $20^{\circ} 29'$ at most. The *Island* being about $1\frac{1}{2}$ League in length; lying nearest NW and SE, the North and West part is nothing but steep rocks scarce accessible.

The Boat went and brought us 3 Turns of Water, but it was difficult to get it into the Boat by reason of the Rocky Shoar which staved some of our Cask: finding we had drove into deeper water, I ordered to weigh, and stood all night to Windward with a fine gale at EbS, and by morning we had the North Point of the *Isle* fair under our lee. Tu. 16.

This morning we moored in 18 fathom on the W side of the *Isle*, the North part bearing ENE, the South part SE, and the high steep Rock like a Ninepin ESE. Whilst the Longboat brought more water on board I went ashore and put some Goats and Hogs on the *Island* for Breed, as also a pair of Guiney Hens I carried from *St. Helena*. And I took possession of the *Island* in his Majesty's name, as knowing it to be granted by the King's Letters Patent, leaving the Union Flag flying. W. 17.

The Water of this *Island* being very fine and good, I emptied my Cisterns of their brackish *St. Helena* Water, which by reason of the great Rains whilst I was there, was so turbid sometimes as not to be fit to take on board. The Watering place we used was a little to the Southward of the high steep Rock, where the water run all the time we were there with a plentiful stream, but the Shoar being very rocky much endamaged our Cask. Th. 18.

I rowed round the *Island* in the Pinnace and found it of the following form and position. (Vide Plate) F. 19.

Variation by several good Observations was $6^{\circ} 30'$ E.
This

This afternoon I went up to the top of the *Island* and found it very steep and laborious to ascend it, but fresh water ran down in several places plentifully particularly at A, where I went up. On board they stowed every thing away, and made ready to sail.

Sa. 20.

This Morning I weighed from *Trinidad* about 7, and at 9 made sail with wind at EbS: At Noon the *Island* was about 4 leagues distant bearing SEbS though we had steered away NNW, but I find by the *Land* that a Current sets us to the Westward. Latitude O. $20^{\circ} 15' S$ Longitude from London $29^{\circ} 56' W$.

Lieutenant THOMAS HAMILTON's Account of
TRINIDAD, 1781.

TRINIDAD lies in the Latitude $20^{\circ} 34' S$ and Longitude $29^{\circ} 58' W$ from the Meridian of London, in approaching it from the Eastward, running on its parallel, you make the *three Rocks of Martinvas*, which may be seen at the distance of 8 or 9 leagues from the Ship's deck, these *Rocks* are very remarkable and cannot be mistaken, they lie nearly N and S from each other the distance from the extremes of the outer rocks about 3 miles. The *Centre Rock* is very high, with tufts of withered Grass thinly scattered over its surface, the *other two* entirely barren; there is a *passage* between the *Southermost* and *Centre Rock*, the *Northermost* almost joins. I am inclined to believe these rocks were originally called *Trinity* from their number, and the *Island* now so called, *Ascension*, as all these *Islands* are laid down in the same parallel of Latitude very nearly, and the *Jupiter* and *Mercury* Men of War have determined that there is not any land within some degrees of the Longitude, in which the *Island Ascension* is laid down by modern Geographers.*

* Capt. Paisley of the *Jupiter* was in the Latitude of $20^{\circ} 16' S$. when 90 leagues to the West of TRINIDAD; the *Montague* places ASCENSAO in $19^{\circ} 35' S$ Latitude and $4^{\circ} 35' W$ from TRINIDAD, so that the *Jupiter* could not have seen ASCENSAO if the Situation assigned to it by the *Montague's Journal* be right.

The Island of *Trinity* is distinctly seen from *Martinvas* distant 8 or 9 leagues, in clear Weather I imagine it may be seen 16 leagues off. We first saw it on the 5th of June on our passage to the *Cape of Good Hope*, we had then variable winds and Calms, and on making it the second time the 8th of November we had exactly the same winds and Weather accompanied by a very heavy squall of Wind from the Westward, during our stay there above 2 months the prevailing wind was NNE from hence I conclude the South-East trade wind is not to be depended on although the *Island* is so far within the Tropic of Capricorn.

We anchored off the West side of the *Island* at a mile from the shoar to be able to weather it on either tack should the wind blow on, being directed to do so by Capt. *Dauvergne* who informed us of the wreck of the *Rattlesnake* and the miraculous escape of the *Jupiter* and *Mercury*.

The *Island* is about six miles in circumference, surrounded by sharp, rugged Coral Rocks, with an almost continual surf breaking on every part which renders the landing often very precarious, and watering frequently impracticable, nor is there a possibility to render either certain, for the surf is often incredibly great, Captain *Prescot* assured me during the Gale at SW it broke over a bluff which is two hundred feet high.

The Northermost side of the *Island* is a barren rock probably occasioned by the prevalence of the Northerly wind, to the Southward all the interstices of the rocks are filled with ever greens, a wild Laurel, Bastard Mahogany, and another Tree I cannot name, which give it an uncommon lively appearance, the generality of the wood is very small though there are trees of 18 inches diameter towards the extreme heights, the soil is black and apparently rich owing to the fallen leaves which cover it and probably in a great measure compose it, but if the *Island* should be cleared for cultivation the excessive heat of the Sun would exhale all humidity from the Earth, and leave it little other than a
dry

dry turf, and an artificial moisture would be impracticable to procure, from the scarcity of the water, and ruggedness of the Rocks, hitherto vegetation has made no great progress, almost all our kitchen plants dwindle to little or nothing, or entirely die, although there has been more attention paid them than an inhabitant (was the Island settled) could afford. Com. *Johnstone* planted various roots on the different Heights with wonderful labour and perseverance, but they all died in a short time, without water in abundance in those climes, Industry is but labour in vain

The *Island* at present supplies water from two small streams down the East and SW sides of it, besides a small issue from the Rock which forms the SW extreme, not one of them will fill a tube of 6 inches diameter, there is a doubt whether these runs are temporal or perennial, I am clearly of opinion temporal and entirely depending on casual rains, though these may always produce a small quantity of water sufficient to preserve the existence of a few wretched Inhabitants, for it is hardly credible that the water is conveyed through the Rock to its top from the Ocean when there is not any to be found by digging in the sand upon the beach below its surface; besides if that were the case the water should encrease in the hot months which it does not, for the streams are very apparently diminished and some small runs, which we found on our arrival entirely evaporated although the three hottest months were approaching when we failed.

Nor is there sufficient surface to catch and conserve the present quantity after a drought of any continuance.

Whatever may be the expectations of those who wish to settle the *Island*, whether with a view to refresh India Ships outward bound, or to receive the advantages arising from a trade with *Spanish America*, or *Brazil*, they will in either case be frustrated; for granting the landing could be made certain at all times and the water in abundance, still it will be impossible to give any protection to shipping as they must
anchor

anchor at a mile distance at least from the Shoar, and an almost constant leading wind to the anchorage would give a superior force a certain and easy capture, the *Island* left in a state of Nature would supply a distressed Ship with wood and water and a few water cressies, and any plants which are natural to the climate might be planted; besides quantities of Sea Fowl and rock Fish, and there are many wild Hogs, if the *Island* is settled, our Enemies attention may be drawn to it, and may detach a superior force after our India-men which will certainly overtake and either capture them upon the passage or surprize them on their arrival.

I cannot conclude my account without mentioning some very remarkable Rocks and a *cavern* or more properly *Arch* which are stupendously wonderful, from the anchorage there stands a *Rock* 850 feet high of a *cylindrical* form almost detached from the *Island* with large trees growing on its top which we termed the *Monument*, at the SE end is another of a *conical* form 1160 feet high with trees likewise on its top, and whenever it rains hard, a *fall* of *water* above 700 feet which is of great use and frequently makes a most beautiful appearance. We call it the *Sugar loaf*, but the *Arch* far surpasses any thing of the kind I could even conceive, it makes a passage through a *high Bluff* of about 800 feet, it is 40 feet in breadth, and near 50 in height, and 420 in length, through which the Sea breaks with a great noise and the most grand effect, you see through the *Arch* when the Sea is moderate into the only bay in the *Island* and have a view of a distant rock covered with trees which makes the prospect extremely beautiful, there is more than 3 fathom water under the *Arch* and in the *basin*, which is formed at the East side; filled with beautiful rock fish more variegated in their colours than I can describe, the *Bluff* itself is perpendicular, a kind of petrified sand of a reddish Colour, and has much the appearance of a huge pile of Gothic architecture. My pencil will give probably a more just Idea of it than my pen.*

Account

* I am not in possession of this *View*.

Account of the Harbour on BABELMANDEL Island.

Ship M O R R I C E, 1729.

→ 3^d June Noon 16 *sand*.E. most part of *Babelmandel* Island WbS 10 or 12 leagues.W. most of *Aden* . . . EbS

These 24 Hours excessive hot; wind continuing in NW quarter, a fresh gale; At Noon came in from Sea at SbE.

4th. Wind at S and SE a fresh gale and cool, had a great swell all night from the Southward which made the Ship ride uneasy, for which reason

5th. At ☉ rise weighed resolving to beat down to *Aden* but

At 8 it began to blow hard at SSE, and we steered away for the *Harbour* within *Babelmandel* Island:

When had the *Mouth* of the *Harbour* open, and not above a cable's length off had 15 and 14 fath' shoaling gradually to 7, and from that to 5½ *sandy* with *shells* in which depth →.^a

The *Point* on the *starboard* side coming in is the boldest, but any Stranger may venture to run in, for there is nothing to take you up, but what you may see. The *Harbour* stretches out in *two Bays*, very much as the Draft lays it down, but the *Westmost* is the most commodious, where you lye most *land-locked*, and most room to swing, but the best way of mooring is to carry your anchors athwart.

We

* Capt's Journal says → 6½ *sand* in *Babelmandel* Island *Harbour*

The *Two Points* going in . . .

{ S½E
{ SSE½S

C

We went with our Yawl and sounded all round, and found 4 fath' close afloat; the *Rock*, laid down in the Draft, is a little more on with the *Point* that divides the two *Branches* and is not entirely a *rock*, but is a *hard sand* and *rocky* withal. We found $3\frac{1}{2}$ and $3\frac{1}{2}$ fath' upon it. It is but a *small spot*, and is very steep to, all round: being about $\frac{1}{2}$ cable's length from the *Point*; between it and the *Point* is 5 fath' however a Ship may moor clear enough of it.

7th. Fair and pleasant weather, the wind continuing in the SE quarter till Sunset and then came to NNW and this morning was at W.

We have sounded from *Point* to *Point*, no shoal water, caught a few *rock fish* with *hook* and *line*, great plenty about the *Points* but for want of proper bait we got but few.

The *Island* is barren all over and *no fresh water* to be found, and so *rocky* that it is not capable of being improved.

“ Remarks

" Remarks for the *Streights* of CHEDUBA.

by

" Capt. CHARLES NEWLAND.

" COMING up the *Coast* of AVA, bound to the Northward, if you are desirous of going through the *Streights* of *Cheduba* you must endeavour to make the *Isle* of *Sale*, which lies in the Latitude of $18^{\circ} 20' N$ and about five leagues to the Southward of *Cheduba*; agreeable to that laid down in the New Directory; being about three leagues to the Eastward of this Island, you will see several more to the Northward of you, the three Westermost of which make the *Streights*; *Cheduba* is known by being the most Westerly, it is pretty high, and has many lofty Hummocks upon it; but on the Southermost End is a high Bluff-Head which at a Distance you will take for the Southern Extreme of it, till you have risen the low land appearing like Islands seperate from it, but when you are near you may perceive, from the Mast head, they join the Bluff, and are really a part of *Cheduba*.

" The next Island to *Cheduba* is round and of a moderate heighth, the upper part appearing *black*, and the under *white*, This lies almost in the middle of the *Streights*, which you leave on the Larboard Side going through: To the Eastward of that are the Islands which form the Eastermost part of the *Streights*; they are four or five; though they appear to you, when abreast of *Sale*, as One. In nearing these Islands you will perceive a *Rock* in-Shoar, called the *Commodore*, from its appearance of a Ship under Sail with a broad Pendant flying, this *Rock* you must steer for, it being, when opened on the South part of the above Islands, and forming the Southern Extreme of the *Streights*,

Streights, giving it a Birth, about twelve miles to the Eastward of you. As you draw near to *Cheduba*, you will see, under the high Bluff Land, a *small low Island* surrounded with *Rocks*, it appears so close to *Cheduba* that you will take it for the Beach, though it lies near four miles distance from it, this is every *dangerous*, there being a Reef extending to the NE about $1\frac{1}{2}$ mile, on which the Sea continually *breaks*, so that I would advise no one to come within three or four miles of it, nor even at all if it is possible to keep the Eastern Shoar on board. From this *low Island* there are innumerable *Rocks* stretching to the Southward, as far as the *Isle of Sale*, which if there be a Passage between them must be extremely hazardous.

“ The *Isle of White*, which I call the *round Island* laying in the *Streights*, is rather more than a third over from *Cheduba* to the Eastermost Islands, the Channel is to the Eastward of it, standing rather nearer to the Eastern Islands than it, because of a dangerous *Reef*, running near two miles from the NE part of it. After you are shot in so far as to bring this Island to bear SWbS you will shoal your water to $\frac{1}{4}$ less 5, which may continue till you have brought it aft to South, then you will have constantly 5 fathoms till you near the NE part of *Cheduba*, of which you must also be very careful, there being a *Sandy Bank*, on which the Sea *breaks*, stretching more than a third of the way over to the opposite Point, for which reason you must endeavour to sail within 1 or $1\frac{1}{2}$ miles of the said Eastern Point, which is high Bluff Land, and which, when you first enter the *Streights*, you take to be the Northern Extreme of the Eastern Islands, but you will find they continue from thence above four leagues further to the NW as does also the Island *Cheduba* to the NNW. When you have rounded the *Sand Point*, before mentioned, and deepen your water to $6\frac{1}{2}$ or 7 fathoms, you will then be about two miles from the Eastern Shoar, having

The Northern Extreme of <i>Cheduba</i> to bear	W $\frac{1}{2}$ S;
And the Northern Extreme of <i>Eastern Island</i>	NW $\frac{1}{2}$ N.
	from

CHEDUBA. from thence you must endeavour to steer a mid-Charmel-course between the two Points, there being a *Ledge of Rocks* extending from each, if you have the two Extremes on the Bearings before mentioned, you may steer NWbW, on which Course you will have 6½ and 7 fathoms, till you have sailed about 6 miles, then you will shoal gradually to 5½, which was the least water we had, in the *Ahmoody*, when we passed between them, and as it was in the night time cannot determine the distance from either shoar, but judge we were about 2 or 2½ miles from the Eastern Point you may continue to have 5½ fathom for 1½ or 2 miles, and then will deepen gradually to what Depth you choose to run out in. I would by no means haul to the Northward of NWbW, 'till I was in 22 fathom, because, the Day after we cleared the *Streights*, having got into that Depth, we hauled up N½W and about 10 in the Morning saw the *Terribles*, which are certainly the most dangerous *Rocks* upon the *Coast*, bearing N½E, we then hauled up North, in order to get a perfect sight of them, keeping the Lead constantly going and coming no nearer than 20 fathoms. At Noon we had a very good Observation and found the Body of them to lie in 19° 28' N extending several miles to the Northward and Southward, they bore at that Time NE about 5 miles, our Depth of Water 20 fathom *sand* and *shells*, these are the more *dangerous*, as neither the English Pilot or New Directory give any account of them, they lie 6 or 7 leagues to the Eastward of the Islands off the Coast of ARRACAN, and bear from the *Broken Islands* SSW about 7 leagues.

“ I cannot pretend to give a true Information of all the *Danger* in the *Streights* of *Cheduba*, as that must undoubtedly require a particular Survey; what I have said has been from my own Experience in our Track through, and I have pen'd these Remarks principally to retain them for my own use, yet if they will be of the least Service to any one, I shall be very happy at the assistance they may give him.

D

“ I must

“ I must observe that both *Cheduba* and the *Eastern Islands* are inhabited.—A Boat from the latter, with five Men, came within hail of us, but we could by no means persuade them to come aboard, they rather seemed to decline any Communication with us, desiring as we were then at anchor, we would leave the Place. I sent the Pinnace, to endeavour to treat with them, but they made their way ashore.

“ As these people are therefore not to be trusted I think every Vessel should be on their Guard; they have several Boats, which we saw, and may, when you are becalmed or at an Anchor, in the Night surprize you with an unwelcome visit.”

ST. PAULO,

ST. PAULO, called by *English Navigators*
AMSTERDAM.

THE *Sketch* of this *Island* being obviously that made in the Voyage of *William Vlaming* It cannot be considered as foreign to the subject, to say a few words concerning *His Voyage*

Vlaming's Journal, according to *Nicholas Struyck*,^a was published at Amsterdam 1701, but my researches after this Book have been fruitless: Burgomaster *Witsen* has given a brief account of the Voyage in a letter to Dr. *Martin Lister* published in the *Philosophical Transactions*^b and a more circumstantial Account of it in his *Noord and Oost Tartarye*:^c There is also an *Extract* of the *Journal* in *Van Keulen*;^d some Account of the Voyage may be found in *Valentine*:^e and some circumstances may also be got from *Nicholas Struyck*: I have thought it best to blend all these *Relations* into one; but I conclude the Account with the *Islands* ST. PAULO and AMSTERDAM, reserving what is said of NEW-HOLLAND to a future occasion, hoping in the mean while to obtain the *Journal* of *Vlaming's* Voyage published, as before mentioned, at Amsterdam 1701. I have added the description which I find in the *Journal* of the *Swallow* commanded by Capt. *Norton Hutchenfon* 1747, of the *Southmost Island* called by our Navigators AMSTERDAM, though by the Dutch ST. PAULO, and the brief Account from the *Journal* of the *Pococke* Capt. *Benjamin Hooke* 1763,

^a Vervolg van de Beschryving der Staarts &c. 4^o Amsterdam by I. Tirion 1753.

^b Vol. XX. p. 361.

^c Vol. I. Page 179 *Edition* 1705.

^d De Nieuwe Groote Lichtende Zee-Fakkels het 6de deel van Oost Indien Amst. Edit. 1753 page 18.

^e Vol. 3 Banda page 68.

1763, when the *Views* in this Plate were taken. The letters at the end of the Paragraphs denote the Authorities, viz. W. *Witsen*; V K. *Van Keulen* V. *Valentine*; S *Nicholas Struyck*.

“ In the year 1696 The *Dutch East-India Company*
 “ thought fit to order that a Voyage should be undertaken
 “ to the SOUTH LAND, HOLLANDIA NOVA or the LAND
 “ of ENDRAGHT, for the discovery of those Countrys, to
 “ learn if there could be found good Harbors and places
 “ of safety for their Ships in cases of necessity, and water
 “ and provisions; and if per chance some people could
 “ still be found, who had belonged to the Dutch Ships at
 “ different times lost upon those Coasts, and particularly if
 “ any remains could be found of the Cargo or Crew of
 “ the Ship *Ridderschap* which they conjectured recently
 “ to have been wrecked thereabout.” W.

Burgomaster *Witsen*, tells us, “ He was concerned in
 “ compiling the Orders and Directions for the Commanders
 “ in this Voyage.” W.

“ The Commander was *William de Vlaming* born in
 “ EAST VLIELAND, This Navigator sailed with three
 “ Ships under his command.” W.

“ The Vessels were the Galliot or Yatch *Geelvink*, on
 “ which was the Commander, the Hooker *Nyptang*, and
 “ Galliot *The Wezel*, they sailed the 3d May 1697, from
 “ the *Texel*. S.

They were ordered first to “ the *Islands* of TRISTAN
 “ [da CUNHA] but found nothing there, except many
 “ *Whales*, *Seals* and *Fish* in great abundance, and Birds
 “ innumerable, so tame that they let you catch them
 “ with hand, as *Penguins*, *Sea-Gulls*, &c. Those
 “ *Islands* produced *Trees* and *Herbs* unknown to them
 “ and consist of three *Islands*, of which the largest was
 “ covered with Snow, and the least is a parcel of broken
 rocks

“ rocks, looking like the fragments of a ruined Castle:
 “ They all yield water for drink and are fit to be visited
 “ in the Summer, for in a short time you may procure
 “ water, fish and Birds in plenty, and in case of necessity
 “ Fuel: though the landing is but in few places good,
 “ occasioned by the steep Coast, or shoar, and the great
 “ surf along it, likewise every where thereabout is no
 “ anchorage,^a and the cables greatly damaged, so that
 “ it is adviseable to go there on a visit in Summer but
 “ not in Winter.” W.

Having overlooked the note where M. D'Après gives
 M. D'Etchevery's Account of these *Islands*, it cannot be
 amiss to insert it here.

Extract of the Journal of *L'Etoile du Matin*,
 M. D'Etchevery

“ 9th Sept. 1767. At 5 AM. I made the *three* Islands
 “ of *Tristan d'Acunha* bearing E and EbN, about 10 or
 “ 12 leagues distance.

“ The winds then westerly, I steered E to examine
 “ the *middle Island*, which is the *Westmost*, and being at
 “ Noon, abreast the NE *Point*, I founded at a mile distance
 “ from shoar, and when the *middle* of the *Island* bore
 “ W. had 20 fath. *black sand* and *small redish stones*.

“ This *Island* is high, flat a top; it may be seen 15 or
 “ 16 leagues, it is about 2 leauges in circuit and appears
 “ *barren*, steep and *inaccessible*, some scattered shrubs are
 “ only to be seen on it. I perceived no danger near it, only
 “ a *Rock* like a Boat under *sail* is visible at the *SE. point*.

“ I stood on leaving this *Island*, to examine the *smallest*
 “ which is 3 leagues distant to the SE. It has at the NE
 “ *Point* two *Islets* seperated from it about 50 paces,
 “ and

^a I conceive this means that there is not every where anchorage, for
 there is $\nrightarrow$ in some places.

“ and which have the appearance of an *old ruined Fort*, I
 “ passed along at pistol shot distance. In continuing to
 “ steer along the *Island* I found ground at 30 fath. and,
 “ when *Its middle* bore WSW, I anchored in 33 fath.
 “ *coarseish brown and redish sand.*

“ The night threatening bad weather, I postponed
 “ sending the Boat ashore till morning, according to the
 “ Report made to me, the shoar, as far as $\frac{1}{4}$ league off, is
 “ so full of sea-weed^a twined together, that there is much
 “ trouble to approach the *barren rock* which forms this *Island*.

“ The Reeds,^b with which It is covered, did not let
 “ them penetrate the *Island*, besides the great numbers of
 “ *Penguins*, of which the Eggs are so close together that
 “ they could not walk without breaking them. These
 “ Difficulties, and the want of *fresh water*, which they
 “ searched for in vain, induced them to return aboard.
 “ They saw plenty of fish on the Coast, and aboard many
 “ were caught; There are some large ones a good deal
 “ like *Cod*. The Lat. of this Island is 37° 24' S.

“ The 10th Sept. I weighed anchor in the morning and
 “ steered towards *Tristan d'Acunha*, the largest of these
 “ *three Islands*, which lyes about 5 leagues to the NNE
 “ of the little one: It is about 5 leagues in circuit and so
 “ high that it may be seen 25 leagues. The Peak in the
 “ middle of it is covered with *Snow*, and the Land down
 “ to the Sea is only covered with Bushes. In coasting
 “ the *Island* very near, after doubling the NW Point, I
 “ descryed a *Cascade* which falls into a *little Bay*, I sent
 “ the Boat to sound this part, and as they found 18 fath.
 “ close to Land, and 30 at a $\frac{1}{4}$ league from the shoar, I
 “ anchored in the last, *grey sand* mixed with *small pebbles*.

“ The

^a Goussinons

^b Roseaux

“ The Boat which went ashore found no difficulty in
 “ approaching it but from the entangled Sea-weed, which
 “ bars all the Coast; they brought aboard a Cask of
 “ *Fresh water*, and informed me it was easily got, but
 “ that they could not land except to the larboard hand of the
 “ *Cascade*, on a beach of round pebbles about the size of an
 “ egg; to the Starboard of the *Cascade* are *Rocks* on which
 “ the Sea *breaks* much.

“ The Shoar is covered with *Seals* and *Sea-lions*, we
 “ caught plenty of fish, especially the kind of *Cod* before
 “ spoken of. To conclude, after having watered at this
 “ Island, I sailed the 13th Sept.”

The following Account is the Translation of a Dutch MS.
 in possession of *Sir Joseph Banks*, Bart. there are many
 circumstances in it very obscure.

“ In the year 1659 the ship ^a *Sgraveland*, run in at the
 “ Islands of TRINSTAN DA CUNHA, intending to depart
 “ through the same Strait, which would have been impracti-
 “ cable by the strong Current, but should have been obliged to
 “ choose another Strait, when they entered so deep into this,
 “ that they could not see nor discern the Sea more.

“ Likewise in the year 1643, the Ship ^b *Heemstede* run
 “ in at the same ISLANDS; when on the 7th of Febry in
 “ the afternoon, the wind being easterly with fine weather,
 “ they discovered a *very high land*, by guess 15 leagues
 “ distant, bearing SSE, running sharply towards the top,
 “ and sloping towards the North and West sides, when they
 “ steered their course thither, and came the 8th of February
 “ close under the East side, when they found at the North
 “ side a high steep point, but no anchoring ground. For
 “ this reason they run along the Island WbS with an East-
 “ erly wind and fine weather; sent the Boat out close under
 “ shoar, and found to the West of the steep point (before
 “ mentioned

^a The name of a village in Holland.

^b ditto.

" mentioned) at the East side of the Island, a depth of 50
 " fath. black shingle ground about $\frac{2}{3}$ of a league from the
 " shoar, when they anchored in 15 fath. black ground about
 " $2\frac{1}{2}$ leagues to the West of the East point abovementioned,
 " and $\frac{1}{3}$ of a league from the shoar. The boat did find
 " at the West side a good watering place, good water and
 " fish, but the Ship, by the high West wind could not
 " approach the watering place, and the boat being obliged
 " to row diagonally to the land, found little water but fine
 " vegetables for refreshment; no Human Creatures nor
 " Animals; and the Ship was at that place three days
 " retarded by high Westerly winds. But on the 11th of
 " that Month, with an Easterly wind, they run along the
 " Shoar W $\frac{1}{2}$ S in 15 fath. perceiving, near the second high
 " point, a little river, 3 leagues distant from the E point.

" One league to the East, and one league to the West of
 " this place is foul ground, but this Island is at the North
 " side very fine to approach. The day following they
 " anchored before the right watering place, in $19\frac{1}{2}$ fath.
 " black sand ground, a Cannon shot from the shoar, the
 " West point of the Island WSW $\frac{2}{3}$ of a league distant. It
 " had farther a low *flat Point*, green upon the top, with
 " a reef running down from the Land, about the distance of
 " a musquet shot stretching NWbW.

" Near this flat Point they saw a great number of Sea
 " Lions as large as Oxen, and abundance of Birds, as
 " Penguins, and Sea Gulls, which could be caught with the
 " hand.

" There was likewise plenty of Sea Fish, as Sea Perch,
 " &c. what was wanted could easily be caught with the
 " Hook, but they did not see any animal.

" The water was as clear and fine as fountain water, and
 " run down from the cliffs, the Boat lay between
 " two

“ two Cliffs in smooth water, the Butts were filled in the
 “ Boat, and they must carry this water in Buckets about a
 “ Ships length, they likewise gathered some Vegetables.

“ At the North side the depth was 70 or 80 fath. which
 “ diminishing gradually you may run as near as you like
 “ to Anchor, which is more circumstantially to be seen
 “ in the Description under N^o. and of which the General
 “ and Counsellors of Batavia by their Letter hitherward^a
 “ of the 22d, of December 1643 promise to send a more
 “ particular relation to the^b Assembly of Seventeen.

“ The abovementioned ISLAND is found to be moun-
 “ tainous of about 18 English miles circumference. At the
 “ South East side composed of a very steep and round
 “ Mountain, at the South side Cliffs, and barren Ground,
 “ but at the North West side flat and green with good
 “ anchoring Ground in 12 to 20 fathoms where the
 “ beforementioned Ship had been at Anchor 8 days, and
 “ found good fresh water, where with very fine vegetables,
 “ Fish and Sea gulls, all which is there in a surprizing
 “ abundance, the crew was well refreshed, but this is all
 “ more fully related above.”

ST. PAULO.

To return now to *Vlaming's* Voyage: It appears they
 touched at the *Cape Good-Hope*.

“ 27th November they were in 38° 18'. S Lat. Long.
 “ 92° 3'. V

“ 28th Nov. Lat. O 38° 30'. S. Long. 92° 54' at
 “ Sun set saw the Island *St. Paulo* SEbE 4½ miles = 18'
 “ Lay

^a Hitherward i.e. to Amsterdam, or perhaps to Middleburgh being the
 Places of meeting for the 17 Deputies in the proportion of 6 years at
 Amsterdam, and two years at Middleburgh.

^b Chambers or otherwise Council of 17.

^c Valentine says “ 28th were near *St. Paulo* in 38° 40' S. Lat. Long.
 “ 95° 44'. but the weather being hazey, only saw a *Flat Point* of It.”

“ Lay to that night, and in the morning stood in towards
 “ the shoar, and, having approached the *Island* within two
 “ cannon shot, got ground for the first time in 32 fath.
 “ *black sand*, like wet *Gun-powder*; then the *East Point*
 “ bore SWbS. afterwards $\rightarrow$ 23 *fine black sand*. Lat. A
 “ 38° 39'. S. Long. 93° 54'. V. K.

“ From the Westward, he found the *S. Side* steep* to
 “ the Sea without any *beach*, or *foul ground*, so that you
 “ may come within Cannon-shot of the *Flat* without fear,
 “ but from the *West* side there runs out a *reef* a cannon-shot
 “ to Sea, where the *Breakers* are visible. V

“ When the *Island* bore N° he found 40 fathoms *foul*
 “ *ground*, and he sailed along shoar EbN till the *Island*
 “ bore *West*, where, at a scant musket-shot distance, he
 “ $\rightarrow$ V

“ Sent the Boat towards the shoar, which they found to
 “ be a *long Flat*; full of Sea-Lions, and Seals, of which
 “ they were forced to kill many before they could set a
 “ foot on Land; they began to fish and caught a great
 “ swad, so that the Sloop was full; the ground quite to
 “ the *Shoar* being very clear. V K

“ 30th In the morning they went ashoar, to discover
 “ the Land, found no vegetables on It, but thick Canes or
 “ Reeds, standing at the distance of 8 or 9 feet from one
 “ another; Climbing up a *Hill*, found there good *fresh water*,
 “ but which must be carried down, with much trouble, in
 “ small Casks; could see over the whole *Island*, found it
 “ all round very steep, and every where clear, but no
 “ place to $\rightarrow$ or come at, except where they lay; where
 “ there is as good lying as at the CAPE, without any
 “ swell. V K

“ Found also a *Lagune* where they caught many small
 “ fish, and the ground was very hot by it, where the
 “ water

* Schor.

“ water came boiling hot out of the Ground, and they
 “ made Holes for this *boiling water*, and dressed and cooked
 “ their Fish in it. V K

“ Here, in the Country, were found several *springs* of
 “ *boiling water*, and the Ground is in some Places quite hot,
 “ the Fish caught in the cold water may be instantly boiled
 “ in the hot, the waters being so close together that you
 “ may throw the fish fastened on the hook, out of the *cold*
 “ into the *hot* water, and boil them. W

“ All about the *Island* they found the Sea so full of *Seals*
 “ and *Sea-Lions*, that they were obliged to kill them to get
 “ a passage through, when they steered for the shoar, also,
 “ astonishing number of fish, but few plants, except *Reeds* *
 “ which grows close together : There is *good water* on the
 “ Land, but the perpendicular rising Coast, and steep flat
 “ shoar with high *Breakers*, is such that you can land but
 “ in few places.” W

Valentine, who gives the most circumstantial Account,
 says,

“ He found here *Seals* and another kind nearly like *Seals*,
 “ but at least 18 feet long. V

“ He saw nothing green but *Reeds*, and here and there
 “ between the Rocks a green like *Parsley*, but very little of
 “ it ; few Birds ; but he caught in the Road plenty of Fish
 “ like *large Stone Breems*, in four hours time they caught with
 “ hook 436 large Fish, like small *Cod*, besides many *Lobsters*. V

“ Here was no *Firewood*, nor *Fresh Water* except here
 “ and there in places in the Heights, from whence it could
 “ not be got without much difficulty. V

“ Near the right Road is a *Salt water Pond*, where
 “ to the *Seals* go over the rock, which separates it from the
 “ Sea

" Sea about 20 paces; This Pond is shaped like a Half
 " Moon, and about a pistol shot long: in it are plenty of
 " Fish, like *Perch*, of a span long, of a red colour and very
 " delicate. V

" If you avoid the West part of the *Island*, you will find
 " all the rest of it safe, and you may go close to it without
 " fear: It is pretty high land. V

" 2d December sailed from thence. V

" In the Evening. VK

" Descryed the *Island Amsterdam*. V

" In the Morning after sailing North 12 miles = 48' we
 " found ourselves near it. VK

" They sent the *Hoeker* and the *Galiot* to the *North-Side*
 " and they kept on the *South-Side* sending the Boat also to
 " sound: Found a Cannon-shot from the Shoar, a Spot
 " where was 16 fathoms good black sand where $\rightarrow$. They
 " afterwards learnt that the *Hoeker* had found no $\rightarrow$ ground
 " on the *North-Side*, and that it was all rocky with a heavy
 " swell rolling in from the Sea, but that they had seen a
 " fall of Water from the Strand. VK

" They sent the Boat towards the Shoar, and on its
 " return learnt that they found many bushes on the Shoar,
 " with great many *Seals*, and large Trees, as thick as a
 " man round the waist, standing close together, they found
 " also vegetables, as wild *Cellery*, good to eat, and so many
 " fish that a ship's-load may be caught: but no water,
 " except the abovementioned on the *North-side*, that sprung
 " from the Mountains, but which, with the swell of the
 " Sea, and the steep sandy shoar, could not be got off. VK

" *Amsterdam* lyes in $37^{\circ} 48'$ S Lat. Long. $95^{\circ} 44'$
 " lying directly N and S with *St. Paul* 13 or $13\frac{1}{2}$ miles
 " = 52'

" = 52' or 54' distant; here is good ground but unequal
" Soundings. V

" They landed here but found it so covered with wood
" that one could not in a day go 4 miles = 16' being
" obliged to creep under the shrubs and clamber over the
" Trees. V

" They found neither Man nor Beasts but only some
" Birds, like *Sparrows*, and *Seals*; one of the People saw,
" as he thought, a Quadruped like a *Weazel*, and another
" like a *Fox*. V

" Here was plenty of *rushes* growing entangled toge-
" ther. V

" The *Soil* is in general Fenny Land lying on the sur-
" face about 3 feet thick and under it Stones like *burnt*
" *Pumice*. The Ground is also very loose, wherefore the
" Trees here do not grow high as they cannot get sufficient
" root in the ground. V

" Here in the Road they also caught fish one like *Cod*
" on the *Coast* of HOLLAND. V

" They found no signs of any Ship's-wreck, having
" rowed round the whole Island, and having nothing more
" to do here, resolved to depart, after erecting here, as at
" *St. Paul*, a token of our landing. VK

" 5th. ^b Sailed for the *South-Land*." V

Swallow, Capt. *Norton Hutchinson*, 1747:^c

" 14th December. Lat. O. 38° 59' S. Long. from
" Cape Good Hope 59° 41' E = 78° 8' E fr. *Greenw*^h.
15th

^a The Fish taken here are *Brasse* and large *Cod*, also large *Lobsters*. VK

^b Van Keulen says 6th.

^c Between [] from Mr. *Routhead's* Journal, the rest from Captain
Hutchinson's.

15th	H.	Weather.	Winds.	Course.	K. F.
1. 2		sq.	NbW	EbS	15.2
3. 4				EbN	15.0
5				EIN	7.2
6			WNW	NEbN	7.3
7. 8					14.0
9. 5			WSW	ENE	61.3
6. 9			SW		28.5
10. 12			SWbW		20.2

Fresh Gales all these 24 hours and some passing squalls.

At 2 PM. Saw the Isl. *Amsterdam* bearing ENE 8 or 9 leag.^a[At 4 PM. The *Extremes* . . . ENE to NEbNThe *Body* . . . NE½E 4 leaguesThe *Extremes* . . . SWbW½W to W½N

dist. from nearest shoar 8' or 9']

Va. Amp. 15° 56' W

Var^a Az. 17° 35' W

" Lat. A. 37° 32' S. Lat. O. 37° 41' S. Long. from
" East End of AMSTERDAM 2° 24' E.

" On seeing the *Island* AMSTERDAM at 2 PM. stood
" EbN to make it plain, I ran within 4 or 5 leagues of it;
" and, at that distance, sailed along the *South Side* of It:
" This *Island* lyes about EbN and WbS according to
" our Compass, ^b and the *Body* of It is in the *Latitude* of
" 38° 40' S, or 38° 45' S at furthest. ^c On this side it is
" quite steep to: the *SW Point* falls gradually from the
" Summit of the *Island* till it comes to about 20 feet above
" the *Water*, and then chops down at once; at the distance
" I sailed had no ground 60 fathoms. When you come to
" open the *East part* of the *Island*, towards the *Northward*,
" It makes in two bold *Head-Lands*, betwixt which seems
" to be a deep *Valley*; and to the Eastward of the two
" *Head-Lands*, at a small distance in the Sea, stands a
" very remarkable *Rock*; It is, I believe, 80 or 90 feet
" high and in the shape of a *Nine-pin*; round about it are a
" parcel of low *Rocks*: The *NE Point* makes in a low *Slip*
" of *Land*, falling gradually quite down to the *Water's*
" edge, and makes like the *Bill of Portland*. This *Island*
" is about 6 or 8 miles long, and, I believe, near square; ^d
" but as I only sailed along the *South Side*, cannot exactly
" tell the Shape of the *Island*.

" From the *W Point* of the CAPE-GOOD-HOPE to the
" *Island* AMSTERDAM I make MD. 47° 48' E. Long.
" 61° 6' E.

At

^a [7 or 8 leagues.] ^b [About NW and SE.] ^c [Lat. 38° 45' S.]^d [I judge it about 8 or 10 miles in length and 4 or 5 in breadth.]

" At 7 PM. The *East Part* of AMSTERDAM bore
" SWbW $\frac{1}{2}$ W dist. 20 miles, and from thence I take a
" fresh departure."

Mr. Routhead's Journal says

[It is a low pleasant *Island*, all covered with grass, but not^a
to be seen on it, I take it to be steep close to, for I could
see no *breakers* but what was far^b on the *Island*: When it
bore from SWbW $\frac{1}{2}$ W to W $\frac{1}{2}$ N dist. about 3 or 4 miles,
sounded 60 fathoms *no ground*. Off the SE End stands a
rock like a *Sugar-loaf*, which is very remarkable, distant
from the *Island* almost *two Cable's length*.

N. B. Before making this *Island*, you will see several
Albetrosses, Cape-Hens and Silver-Birds and Seals about the
Ships.]

Ship *Pocock*, Capt. *Benjamin Hooke*, 1763.

" Having made nearly 75° East Longitude from London
" I expected to see either *St. Pauls* or *Amsterdam* but at
Noon

" 6th of July by observation found ourselves in 38° 40' S,
" which is at least 20 miles to the Southward of *either* of the
" *Islands*, according to all the accounts I had ever met with^c
" and it being very thick rainy weather, blowing very hard,
" and a large Sea, I chose rather to go to the Southward,
" than risk making of them, as I should have been in doubt
" had I seen one, which way to have hauled to have cleared
" the other, besides I could not, on a wind have bore more
" than my courses; accordingly at Noon I hauled up SSE,
" and steered that course till I judged myself in Lat. 39° 18' S.
and

^a Something is wanting here, qu. *any word*.

^c This is a very extraordinary assertion.

^b Qu. *fair*

"and thence steered my proper course ESE but At 7 AM.
 "Saw the *Island* AMSTERDAM, very unexpectedly, bearing
 "from NE $\frac{1}{2}$ E to NEbE. 5 leagues distant.

H. Weather Winds Course K. F.

1	c. fq.	WbN	SE	8.4	Hard Gales with heavy squalls intermixed with Rain,
2	d ^o fm. r.	.	.	8.2	and cloudy weather, a large Sea.
3	f.	.	.	8.3	
4	c. fq. fm. r.	.	.	8.2	At $\frac{1}{2}$ past 7 A.M. Saw the <i>Island Amsterdam</i> NEbE $\frac{1}{2}$ E.
5	.	.	.	8.0	about 6 leagues dist.
6	.	WSW	.	7.5	
7	fq.	.	.	7.0	At 8. The Extr. . . from NE $\frac{1}{2}$ E
8	.	.	.	7.2	to NEbE $\frac{1}{2}$ E
9.4	.	.	SEbE	60.1	dist. off shoar about 5 leagues
5	very h ⁴ fq.	.	.	8.0	
6	d ^o r	.	.	8.0	At $\frac{1}{2}$ past 9. The Body of the <i>Island</i> NNE 7'
7	.	.	.	7.4	
8	.	.	ESE	7.0	At Noon. The body of the <i>Island</i> . WbN abt 7 leags.
9	.	.	E	7.3	
10.12	f	.	.	21.4	Lat. O. 38° 53' S.
				184.0	

"By the medium of the Noon Observations find the *Island*
 "lyes as near as possible in the Lat. of 39° 0' S. and by the
 "medium of your accounts 75° 30' E of *London*.^a It is
 "about 7 miles in length and may be seen in clear weather,
 "at least 10 leagues."

"HOUTMAN'S ABROLAS lye between 28° and 29° S Lat.
 "and are the same whereon the Ship *Batava*, 1628, and the
 "Ship *Zeerwyk*, 1727, were lost; the Crew of the last Ship
 "found them to consist of 10 or 12 *sandy Islands*, all around
 "joined to one another by *reefs*; as in the *Plan* may be seen:
 "These *Shoals* lye according to conjecture, 8 or 9 miles
 "= 32' or 36' from the MAIN-LAND, which could not be
 "seen by them. Within this *Ring* of *Islands* it is again
 "roomly and deep. On the most *Eastly Island*, lying
 "4 miles

HOUTMAN'S ABROLHOS

^a Mr. Pallister's Journal says Lat. O 38° 50' S. the *Island* 38° 55' S. Lon. 75° 31' E. C. Hooke's Journal says the *Island* is in 38° 55' S. and 55° 50' E. from *Cape Good Hope* = 74° 17' E. from *Greenwich*. The Account, above inserted, though differing in Situation, is obviously Capt. Hooke's.

" 4 miles = 16' distant from them to the SE, they found
 " some pieces of *Wrecks*, and a little *underwood*, but no
 " *fresh water* in the pits which they dug.^b The said
 " Crew built, out of the wreck, a Vessel wherewith they
 " arrived at BATAVIA.

" To avoid this *dangerous Place*, The COAST of NEW-
 " HOLLAND must not be made to the Southward of 26° or
 " $26^{\circ}\frac{1}{2}$ S. Lat. but at the time when the Ships, in the East
 " Monsoon, are bound for the Island JAVA, they should
 " make the *Land* about *Dirk Hartogs road*;^c where the
 " COAST is clean, and good soundings off; This *Road* is
 " of no use, for, although spacious and good, and easy of
 " access, there is nothing to be got, the *Country* being very
 " sandy and barren, without *water* or *inhabitants*.

TRYALL ROCKS.

" North-Westward of this *Road*, lye the *Tryall's Rocks*,
 " they are mostly above water; the same were seen on
 " board the Ship the *Vaderland Getrouw* and layed down,
 " and found to lye in $20^{\circ}\frac{1}{2}$ S. Lat. in depth from 57 to
 " 65 fathoms fine *soft sand* they bore ENE 2 mile = 8'
 " from them."^d From *Van Keulen*.

Account of HOUTMAN'S ABROLHOS, by Capt. Daniel,
in the London, June 1681.

" Wind at SWbW steering by Compass NEbE. At 10
 " AM. the Water was *discoloured*; a Man at the fore-top
 " saw a *Breach* rise a-head of us, we presently put our
 " helm hard a-starboard, and stood away NWbW and
 " weathered the NW End of *It* about half a mile, at that
 " distance the depth 35 fathoms *white corally* ground
 " with some *red* mixed, next depth (about 2 hours
 " after we tacked) was about 40 fathoms the same
 " ground, and At 9 PM, having ran off by log on a
 NWbW

^b *Peisart* in 1628 found *water* on one of the *Islands*.

^c Called *Shark's Bay* by *Dampier*.

^d *Vide* the Danish Account, *Introduction* p. 17.

“ NWbW Course about 24 miles, had $6\frac{1}{2}$. We continued
“ *sounding* all night, and had never less than 65 fathoms
“ line out at a time; At 6 this morning, which was the
“ last time we sounded, veered out 100 fathoms but had no
“ ground at that depth.

“ The *Breach*, which we first saw, happened to be
“ the *Northmost* of *all*; there being *several*; and by our
“ computation lyes near 20 miles in length along shoar
“ which lyes by Compass WNW and ESE, but the MAIN-
“ LAND we could not see, but saw within this *Breach*,
“ another not far distant from it, which made a *Channel*, and
“ the water smooth between them; and likewise within all
“ these were seen several small *white sandy Islands*, with
“ some shrubbed bushes on them, they seemed to be
“ steep to, the water making no *breach* on them, though
“ *very low* or near the water's edge. The *Breach* which
“ lyes within hindereth the Sea from *breaking* on these
“ *Islands*, the water being very smooth, provided any
“ Man should be so unfortunate as to fall in with
“ the South End of them, I fear their ever getting off
“ again, having a prodigious swelling Sea on upon the
“ *Breach*.——Variation ϕ Evening Amplitude after sight
“ of the *Land* $2^{\circ} 24'$ W.

[From *Thronton*.]

ISLAS dos IDOLOS vulgarly called *Isles de Lofs*.

Mr. *William Woodville*, by whom this *Plan* was made in 1777, informed me, “ the *principal Points*, and *Stations* “ were determined by an *Octant*, and the *Base Line* measured and determined on the surface of the water, by “ placing two *Buoys* at a certain distance, and making them “ *Stations*; a *Series of Angles* was carried on from each end “ of the *Base*; and, in clear weather, some *Mountains* on “ the *Continent* were to be seen from almost every *Station*; “ the whole was proved by two *Observations* of the *Sun*, “ one at the *Northern*, the other at the *Southern Extremity* “ of the *Angles*, at the waters edge: All the *Soundings* “ were taken by his own hands at low water, and an *Eye-Draught* of the *Outline* made along shoar from *Station* to “ *Station*: The *Original Set of Angles*, he laid down in “ black lead and rubbed out when the *Draught* was “ finished.”

Mr. *Woodville* says “ *These Islands* are the most commodious *Places of Trade* to be found on all the whole *Coast* “ of *Africa*, being at a convenient distant from the *Continent*, and lying almost opposite to the *mouths* of many “ noble *Rivers*, which with their *Creeks* intersect the “ whole *Country* from *Rio Nunez* to the *River* or rather “ *Sound* of the *Cerberus* (vulgarly called *Sherbro*) it was “ rightly named *Cerberus* from its *three mouths* between “ *Rio Nunez* and *Sherbro*, are *Rio Pongo*, *Dimbia*, *Soo-Soo*, “ *Kissia* and *Cassars*, all very large navigable *Rivers*, with “ eight or ten more of less note, abounding in *Rice*, *Elephants-Teeth*, and *slaves*. The *Pholeys* have extended “ the *Mahometan Religion* from *Gambia* almost to *Sierraleone*, and have taught the *Natives* to breed *Cattle*, and “ to cultivate *Rice*; so that at any time of year a *Ship* in “ distress for *Provisions*, may obtain a sufficient quantity of “ *Rice* at a moderate price, for coarse *Cottons* or *Checks*, “ at the *Isles de Lofs* or *Sierraleone*.

“ From

" From the external appearance of the *Illes de Lofs*, and
 " from the Stones on their Shoar he is of opinion they
 " are the production of Subteranean Fires, some Lava
 " from them is now in the collection of *Jeremiah Meyer*
 " Esq. Miniature Painter to their Majesties, which he had
 " from *Mr. Woodville*, and though these *Islands* have an
 " excellent Soil, and are clothed with a continual verdure,
 " yet they are not cultivated, and are almost left to the
 " *English*, only a few natives inhabit them, who subsist
 " by the bounty of the Ships who lie there. There is
 " plenty of *Tropical Fish* to be caught with the *Seyne Net*,
 " and the *water* is good; the anchorage is safe and land-
 " ing very commodious there being no Surf."

" As to Seasons they are divided into *Rainy* and *Dry*.
 " To begin with *January*, about the 8th or 10th of this
 " Month the *Harmattans*, or cold strong easterly winds,
 " continue with some strength for about a Week or ten
 " days, after which the *Land-wind* and *Sea-breeze* take
 " place, till about the middle of *Feb.* when the Wind be-
 " comes continual at NW. or NNW. till the last full or
 " change of the Moon in *March*; when the *Tornadoes* ge-
 " nerally begin, and prevail, more or less, till *May* or
 " *June*, when the *Rains* set in, and are almost continual
 " all *July* and *August*; they begin to abate in *September*
 " and go off in *October*; giving place to the *Tornadoes*
 " which continue till about *Christmas*. During the rainy
 " seasons, the *Winds* are mostly between *South* and *West*,
 " or in the SW *Quarter*, and the *Tornadoes* always blow
 " with prodigious force from the ESE or thereabouts, ac-
 " companied with *Thunder Lightning* and a deluge of *Rain*.
 " When a *Tornado* has happened in the Night, it is im-
 " possible to imagine the clear state of the Atmosphere
 " next Morning; we have nothing like it in Europe."

In Mr. Woodville's Plan he has given two Tracks of Soundings on this Coast, viz. running in towards the shoar in Lat. $9^{\circ} 16'$ N. steering EbS. by Compass.

Variation 11° W.

Depth	Quality of Ground,	Miles from Land.
31.	grey sand with dark specks	106
30.	d ^o . . . d ^o	100
26.	d ^o . . . d ^o	90
24.	d ^o . . . with broken shells and small stones.	80
18.	yellow sand with d ^o	60
27.	small rust coloured bits of stones like old melted Iron	57
16.	d ^o . . . d ^o . . . d ^o	39
16.	red sand with d ^o . . . d ^o	30
20.	d ^o with shells, the <i>Ile de Lofs</i> in sight bearing EbS . .	15

Running in towards the Shoar in Lat. $9^{\circ} 47'$ steering EbS by Compass.

Depth	Quality of Ground.	Miles from Land.
32.	grey sand with dark specks	146
28.	d ^o . . . d ^o	126
25.	d ^o . . . with yellow specks	116
22.	d ^o . . . with broken shells	80
17.	d ^o . . . d ^o	74
15.	brown sand shells and stones	63
19.	small rust coloured bits of stones like old melted Iron or Lava	37
16.	grey sand and shells, <i>Rio Pongo</i> in sight bearing EbS . .	20

He adds, " N. B. There is a *dangerous Shoal* 3 leagues from the N. side *Rio Pongo*.

" The edge of soundings in Lat. 10° lies 50 Leagues from Land, and in Lat. 8° about 20 Leagues only, and in the direction (generally) of SE and NW.

" The *Flood* sets to the *North*. The *Tide* rises from 12
" to 15 feet perpendicular, and flows *nine o'Clock* at *Full*
" and *Change* at the *Isles de Lofs*.

" The *Lat.* of *Factory Point* is $9^{\circ} 16'$. *North*, and the
" *Long.* $13^{\circ} 16'$ *West*."

Instructions

*Instructions for the inner passage from PADANG to
INDRAPORE, and a Log from Indrapore Point to P^o
Cinco by Capt. William Kirton.*

FROM *Padang* to the Southward steer for P^o *Bobeck* between S and SbE, distance 11 or 12 miles; leaving it to the Eastward, keeping it pretty close on board, on account of a *Shoal*, nearly *Mid channel*, between it and P^o *Lacrone*, on which the Hon. Company's Ship *Earl of Temple* struck; Its the more *dangerous*, being *under water*, and the *Sea* seldom *breaks* upon it; there is a *Passage* between it and P^o *Lacrone*, and by keeping either *Island* on board, you go clear of it; but *Bobeck* is certainly the best; from *Bobeck* you pass close by P^o *Pergany*, leaving it on your Starboard hand; and steer so as to pass the *Sugar loaf Rock*, on either side; this is a *bold deep Passage*, but narrow, with anchoring from 25 to 30 and 40 fathoms good holding ground, but near the shoar, though well shelter'd over from *Scragged Point*, which lays opposite to the NW end of *Manna*, lays the *Sugar loaf Rock*, very steep and rugged; but the *best Channel*, and *deeper water*, is to the Southward of it, leaving it on your Larboard hand; It is steep to, and if you go between it and the *Main* of *Scragged Point*, keep the *Sugar loaf* close on board, that is about *one third Channel* over to *Scragged Point*, from which runs a *reef* of *Rocks under water*, *one third Channel* over towards the *Sugar loaf*. In the Ship *Fortune*, we had going through this *Channel*, from 27 to 9 fathoms, but we were too near the *Rock*, but deepened again immediately to 30 fathoms; if a leading Wind, you are not above 5 or 6 minutes in passing by the *Sugar loaf Rock*. You may go close without all these *Islands*, and fall in with P^o *Manna*, to the Southward, but the *Sugar loaf Passage* is the safest, as you may $\rightarrow$ under P^o *Pergany* or *Manna*, in case it should blow hard from the Westward. After leaving the *Sugar loaf*, you go between P^o *Manna* and P^o *Satan* (which

which latter appears like the *Main*) keeping nearly in *Mid-channel*, and, when abreast of the *South End* of *Manna*, you will see *P^o Baby Catcheel*, which you may pass on either side, as occasion serves; from thence stand for *Ayer Buzar* and *Catcheel*, two very pleasant *Islands*, close together and well inhabited (as also plenty of Cattle) which you leave on your Starboard hand, in going to the Southward, when abreast of these *Islands*, you will see *P^o Cinco House* and *Flag staff* on a little round *Hill*, which you may stand for, keeping it close on your Larboard Bow, and $\rightarrow$ under it in 11 or 12 fathoms well sheltered and good ground: In going ashore with your Boat you will see the Wharf, where you are to land. Leaving *P^o Cinco*, steer along shore, in 20 or 25 fathoms, taking particular care not to come under 20 fathoms on account of several *Shoals*, which run off shore into 16 and 18 fathoms. *Ayer Buzar* is in Lat. $1^{\circ} 22' S$. From *Ayer Buzar* you steer to the Southward, keeping in from 20 to 30 fathoms soft ground, and you will soon see *P^o Tellore* a small *Island*, covered with *Coco Nut Trees*, you must keep in *Mid-channel*, between this *Island* and the *Main*, paying great attention to the Soundings as above; which you must observe all the way as far as *P^o Bringen*, the Course nearly SbE and NbW.

The Course from *P^o Bringen* to *Indrapore Point* is SEbS dist. 7 leagues.

From *Indrapore Point* the inner passage as far as
P^o *Cinco*.

From *Indrapore Point* to P^o *Bringen* the Course is
SEbS and NWbN distance 7 leagues.

H.	Winds.	Course.	K.F.	Soundings.			
1	SW	NbW	2.0	20 fms. soft	At 1 PM.	Pulo <i>Bringen</i> bore	SWbS dist. 4 or 5 miles
2	Variable		2.0	22	Tacked.	Sandy Island in one	} NWbW asunder 6 miles
3		NNE	1.0	24		with P ^o <i>Ayer</i>	
4			1.0	25			
5		WSW	2.0				
6	NWbW	SWbW	1.2	26	Tacked. Sunset.		
		NbE	1.0		P ^o <i>Ayer</i>		NWbW $\frac{1}{2}$ W
7	NNW	NE	2.0	25		Sandy Island	NW
8						Tree Island	SWbS
9						P ^o <i>Bringen</i>	S $\frac{1}{2}$ E, and
10						The <i>Extreams</i> of SUMATRA	from SEbE to NNW $\frac{1}{2}$ W
11					At 7 $\frac{1}{2}$ in 20 fathoms soft ground.		off shoar 7 miles.
12	NE	NNW		20	Weighed.		
1			1.4				
2		NbW	1.5	23			
3			2.0				
4			2.0	25			
5	ENE	N $\frac{1}{2}$ W	2.0	27	At Sunrise.		
6		NbW	2.0	29		P ^o <i>Bringen</i>	S
7			3.0			Sandy Island	WSW
8			3.4	31		Pulo <i>Ayer</i>	NWbW $\frac{1}{2}$ W, and
9	SE	N	3.2	28		The <i>Extreams</i> of SUMATRA	from SE $\frac{1}{2}$ E to NNW
10			3.0	27			off shoar 5 or 6 miles
11			2.3	28		P ^o <i>Tellore</i> and P ^o <i>Orange</i> in one	NW
						P ^o <i>Ayer</i> and <i>Tellore</i> in one	SW $\frac{1}{2}$ S
12			2.0	26, 25	At Noon	Lat. O. 1° 37' S	
			—	soft		P ^o <i>Tellore</i>	S $\frac{1}{2}$ W
						P ^o <i>Ayer</i>	SSW $\frac{1}{2}$ W
						P ^o <i>Orange</i>	WNW
						The <i>Extreams</i> of SUMATRA	from SE $\frac{1}{2}$ S to NNW
							off shoar 4 or 5 miles

H	Winds.	Course.	K.F.	Soundings.	Friday 21 February.
1	WSW	NNW	1.4	25 f ^m soft	Variable and squally.
2	Variable	NbW	1.0	25	
3	.	.	2.3	24	
4	.	.	3.0	21	
5	ENE	.	.	.	At 5 $\rightarrow$ in 21 fathoms soft ground.
6	EbS	NbW	4.5	23	Weighed and made fail.
7	ESE	NWbN	5.0	.	Sunset. P ^o Orange . . . SW $\frac{1}{2}$ S
8	NE	NW	3.0	24	Ayer Buzar . . . WNW
9	.	.	.	.	Baby Catcheel . . . NW $\frac{1}{2}$ N
10	.	.	.	.	Extreams of SUMATRA from SE $\frac{1}{2}$ S to NWbN
11	.	.	.	.	At 8 $\rightarrow$ in 24 fathoms soft ground being squally from the NW.
12	.	.	.	.	
1	N	.	.	.	
2	.	.	.	.	
3	.	.	.	.	
4	NE	.	.	.	Weighed.
5	.	NNW	.	25	
6	.	.	1.0	25	At Sunrise. Baby Catcheel . . . NW $\frac{1}{2}$ N
7	.	.	1.0	.	Baby Buzar . . . NbE $\frac{1}{2}$ E
8	NNE	NW	1.0	.	Ayer Buzar . . . SSE $\frac{1}{2}$ E
9	.	.	1.2	26	P ^o Orange . . . S $\frac{1}{2}$ W
10	.	Calm	.	27	P ^o Cinco . . . E $\frac{1}{2}$ S
11	WNW	N	0.5	.	Extreams of SUMATRA from SE $\frac{1}{2}$ S to NW $\frac{1}{2}$ N
12	.	SW	2.0	28	off shoar 4 miles.
					At Noon, P ^o Muskeeto . . . NW $\frac{1}{2}$ W
					P ^o Manna . . . NWbN
					P ^o Baby Catcheel . . . N
					Baby Buzar . . . NE
					P ^o Cinco . . . E $\frac{1}{2}$ N
					Ayer Buzar . . . EbS $\frac{1}{2}$ S dist. 3 or 4 miles.
					Lat. O. 1 ^o 23' S.

The

The Bearings by which is constructed,
 the *Sketch of MALOZA Bay*,
 formed by an *Island* of the same Name, on the *West side*

of

BASSEELAN.

From Capt. *Walter Alves* 1764.

Names of Places.	Bearings from Ship.	Estimated Distances.
The <i>Island</i> of <i>Great Gowanen</i> . . .	from S 15° E to S 19° W . . .	half a mile.
<i>Little ditto</i> . . .	W 25° 30' S . . .	half a mile.
<i>Peelas</i> , the Southmost <i>high land</i> , which <i>makes in three billocks</i> . . .	W 15° N . . .	twenty miles.
<i>Islands</i> in sight for which have no Name :	A from S 27° W to <i>Great Gowanen</i> . . .	5 or 6 miles.
	B from S 43° W to S 52° W . . .	4 miles.
	C <i>Westmost</i> } in one the <i>bodies</i> W 17° S {	C 9 miles.
	D }	D 4 miles.
	E } in one from W 6° 8 to W 8° N {	E 5 miles.
	F }	F 7 miles.
	G W 9° N	10 miles.
	H W 15° N	10 miles.
	I } W 21° 30' N the <i>bodies</i> in one . . .	I 10 miles, <i>high</i> .
	K }	K 7 miles, <i>low</i> .
	L W 26° N	9 miles.

South

I have added the *Names* of such of the *Islands* as I know, with Capt. *Alves*'s letters of reference. *viz.*

- D Teypoonnoo.
- E Teykela.
- F Lang-gafs-maty.
- G Dawaan.
- H Oodell.
- I Mattaha.
- K Teyngolan.
- L Teyngalakkit.

South End of Balookbalook W 29° N 11 miles.

*The North Point, which forms the Bay, and
the high land on Balookbalook, in one* } W 35° N *The Point* 5 miles.

*A small Island near the North part of the Bay,
marked N* } W 46° N 2 d°

*The River's Mouth, where is a Village (and
fresh water a little way up) named Maloza,
which gives name to the Island.* } E 9° S { 1 mile, very low, over-
flowed at high water.

A Reef of Rocks, covered at high water, . from E 5° N to E 5° S . . . 3 Cables lengths.

The Duo Bolods one S 41° W, the other S 45° W 24 miles.

The Duo Bolods, in one E 14° N and W 14° S . . .